

King Edward's reign has by no means brought joy to the heart of London tradespeople. A leading trade paper laments the fact that a great portion of the trousseau of Princess Margaret of Connaught was purchased in Paris.

If it is actually necessary that ten people in every hundred must work for the enjoyment of ninety people who are having the day's rest every one needs once a week, then the law of necessity must be respected concludes the St. Louis Post Dispatch.

Judging by the position of Sweden's banks, that country must be in good condition financially. At the close of 1904 Sweden had 69 banks in good order. The aggregate capital was \$100,000,000, as against \$85,000,000 in 1903 and \$75,000,000 in 1902. In addition the banks held very large reserves.

Reserve, not "smartness," is the earmark of decent breeding, says the New York Sun.

Pastor Wagner need not press his admonitions to the "simple life." It is coming of itself under the pressure of the uncomfortable notoriety which the life of ostentatious display provokes. Modesty is going to be at a premium.

Puncturing the tire of an automobile with a pistol shot is an idea that probably greatly pleased some of the policemen of Rye, N. Y., when they were lately told to put it in practice against overspeeding motor cars that wouldn't stop and explain themselves, says the Boston Transcript. It promised as much sport as hunting elephants. But alas! the first thing that the first officer who tried it did was to miss the tire and wing one of the passengers.

By her defeat of Miss Douglass for the English championship Miss May Sutton becomes the champion woman tennis-player of the world. It would appear that the plucky California girl has gained a distinct personal triumph in international athletics than has fallen to the lot of many other American, certainly any other American woman. Miss Sutton's laurels are all the more creditable because won in a field in which the American men contestants were found wanting.

Among the people of present fashionable prominence in New York there are very few whose names were known in that society a generation ago—very few in the box circle at the opera, for example, states the New York Sun. Nor are there a dozen families in New York which bring down a social distinction from the early days of this town antecedent to the Revolution. Even of these the beginnings of nearly all were relatively humble. They began usually as merchants or shopkeepers in a small way.

"In a word," says Prof. Herbert E. Mills, of Vassar, speaking of the girl college student, "she is generally a fairly healthy and very lovable girl, who has moral interests in school sports, in social affairs, in domestic matters, and is tending towards marital engagement at about the same rate as those of her social class who are not in school or college."

Tending to confirm the statement of Prof. Mills, observes the New York World, there are the Vassar records in out-of-door athletics and the "engaged" statistics of the class of '05. These are wholesome indications. There is remembered too the naive confession of a Wellesley junior that "I suppose we are pretty much like other girls even if we do go to college." The young woman student composed chiefly of eye-glasses, a high forehead and a vocabulary in many syllables was invented for the funny man's column. She has been accepted as a reality by many excellent and serious people who do not know that they are funniest when they worry. Prof. Mills punctures the joke, but spoils no smiles for social philosophers. The higher education is not reducing the national wealth of normal girlhood. Girls who can read their Homer in the original are still girls.

## Florida State News.

### Pension Board Busy.

The state board of pensions, which consists of Governor Broward, Comptroller Croom and Attorney General Ellis and C. H. Dickinson, secretary of the board, has been busily engaged in considering pension applications, of which there are all sorts and conditions.

Notwithstanding the fact that the law states clearly the qualifications entitling persons to pensions, many groundless claims are filed, and are rejected upon examination. The roll of pensioners is now, approximately, 3,000. The provisions of the law, in part, are as follows:

"Any person who enlisted and served in the military or naval service of the confederate states from this state during the war between the states of the United States, and did not desert the confederate or state service, and who was a bona fide citizen of this state January 1, 1885, who has since continued to be a citizen of this state, who lost a limb or limbs, an eye or eyes, or who is permanently disabled by reason of wounds or disease to gain a livelihood by manual labor, or who, being more than 65 years old, is, by reason of age, incapable of providing a living for himself, shall be entitled to receive each per annum, in quarterly payments, the following amounts, to-wit:

For total loss of sight . . . \$100  
For loss of one eye . . . 25  
For loss of a foot or leg . . . 80  
For loss of a hand . . . 80  
For loss of both hands . . . 100  
For loss of both feet . . . 100  
For loss one hand and one foot 100  
For personal injuries, disease or age, whereby the person is unable to earn livelihood . . . 96

"The widow of any soldier or sailor who was receiving a pension under this act, or from the state by any former act, at the time of his death, or who would be entitled to apply under this act, shall receive such pension during her widowhood.

"No person who, or whose wife, or any widow who owns proper, personal or real, or real and personal, to the value of eight hundred dollars, or is otherwise enabled or in a position to earn a livelihood, or who has an income from any source sufficient for support, shall be entitled to the benefits of this act.

The convention called by the county commissioners of Columbia county in Lake City to confer with the taxpayers as to the best method of arranging for a better system of public roads for the county, met with a full attendance of delegates and visitors. It was unfortunate that there was no one present who could give any information as to the cost per mile of good roads. The opponents of the measure were fortified with statistics from Hillsboro and some other counties where the experiment had been rather costly. The general trend of the discussion was for better roads. As one gentleman expressed it, "If it is a matter of better roads for Columbia county, no one opposes it. But we want to know how much extra mileage we will have to pay." It is thought that while nothing definite was done at the meeting, a little later on these same delegates, after they have conferred with their home people, will be called together again, and statistics, etc., will be presented to them that will enable them to act intelligently.

The steamer Tarpon, plying between Pensacola, Apalachicola and Carrabelle has been refused permission to land at the two last named places. Moved by a telegram from State Health Officer Porter, apprising him of the fact, Governor Broward wired the authorities of the two towns that the Tarpon had not been in Pensacola harbor since August 29, referred them to the law forbidding the quarantining of one town within the state against another without permission of the state board of health, and asked them to act with the state health authorities.

At a recent meeting of the county commissioners of St. John county, an appropriation of \$600 was made to help in improving the Hastings roads. This money will be added to the \$1,000 donated by the Potato Growers' Association of Hastings, and the roads of that thriving locality will be greatly improved before next winter. A protest was received from the residents of Armstrong against the road from St. Augustine to Hastings being changed. A plan is on foot to shorten this road by straightening it, and this is what the petitioners objected to.

### Gainesville and Gulf Extension.

The surveying and engineering corps of the Gainesville and Gulf extension, under direction of Chief Engineer J. W. Patton, are at work, and report good progress. The corps began at Fairfield, the present southern terminus of the road, and will push through to Tampa as rapidly as possible. The corps is accompanied by A. P. Stuckey, first vice president of the new organization.

The corps will run several preliminary lines, after which a permanent line will be established, and the work of running the right of way and grading will begin immediately. Orders have been placed for the iron, and the first shipment has been promised on the 15th. The cross-ties are also being gotten out, and it is safe to say that within thirty days the laying of iron will begin, as it is the purpose of the contractors to keep the track worked up to the grading point, as near as possible.

The people of the sections to be traversed by the Gainesville and Gulf extension are naturally jubilant, as it will open up a country rich in timber and phosphate, which has heretofore been undeveloped, owing to lack of transportation facilities. Mr. Stuckey anticipates that the road will be completed to Tampa within eight months, all conditions being favorable.

Dr. Gutierrez, the Havana yellow fever expert, is in a regretful mood over the fact that some of the physicians and business men of Pensacola are not giving Dr. J. T. Porter, the state health officer, the support they should. He makes it plain that the state health authorities are handicapped at that place by the action of three of the physicians of the west Florida city, who were slow in admitting that there was yellow fever in Pensacola, and is emphatic in his declaration that if the physicians and people of that city will only give Dr. Porter the same cordial support as was accorded him in Tampa equally good results will be attained there.

It is given out, and generally credited, that the G. S. & F. passenger and freight terminal station on the river front at Palatka will be christened in a few days by the operating of train to and from that point. Tracks on either side of the building have been and are being graded to the proper level and the necessary furniture and fixtures are being moved into the building. Electric lights have been installed, which makes this by far the most up-to-date and comfortable railway depot in the city.

The county commissioners of Hamilton county met in regular session transacting such business as was brought before them. The report of Thomas G. Hutchinson, accountant, whose business there some days ago was to check up the books of the county clerk's office, was read and from the report it was found that Ex-County Clerk I. J. McCall was short with the county to the amount of \$2,576.09. The report was approved by the board and ordered recorded in the minutes and published.

Separation of races on street cars will be accomplished, in the opinion of the special committee of the Jacksonville city council appointed to draft an ordinance, if the ordinance recommended by the committee is passed. The committee submitted its report and stated that the bill presented was constitutional, in the opinion of the committee. The bill is entitled: "An ordinance regulating, requiring and providing for the furnishing of separate accommodations for and the separation of white and colored passengers on street cars."

The election in Key West which was held the past week, was to decide whether or not the county shall issue bonds for \$60,000 for the purpose of building and repairing the county schools. The election was very quiet indeed, as there was very little opposition to the bond issue, and it was a foregone conclusion that it would be carried by many who were heartily in favor of the measure and did not take the trouble to vote. It is the intention of Superintendent Harris to begin the work of improving the schools immediately.

Condemnation proceedings are to be instituted by the board of county commissioners of Duval county to acquire copies of the records of the county which were destroyed in the fire of May 3, 1901, the proceedings being brought under the provisions of the act of the legislature of 1905.

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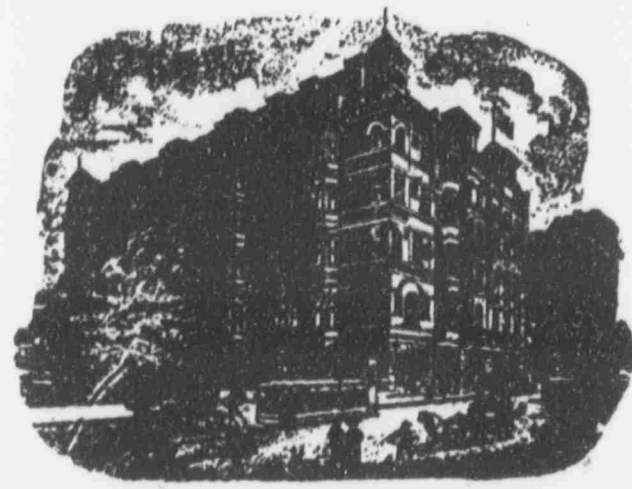
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Schedule in Effect January 8, 1905.

67	43	35	36	66	50
Daily	Daily	Daily	Daily	Daily	Daily
12:25p	12:55p	12:10a	9:25p	7:23a	6:30a
12:55p	3:23p	7:23a	12:12a	4:21a	2:35a
5:07p	5:25p	9:42a	2:37a	11:50p	8:36p
7:25p	10:50a	4:30a	11:50p	5:30p	4:55p
11:00p	2:20p	9:10a	5:30p	4:09p	5:49a
11:40p	2:57p	10:02a	4:42p	1:40p	3:24a
1:45a	5:10p	12:45p	Ar .Norlina .	Lv	2:10p
33	41	38	32		
Daily	Daily	Daily	Daily		
9:30p	9:25a	5:30p	7:50a		
10:02p	9:54a	4:54p	7:13a		
1:20a	1:20p	1:40p	3:30a		
1:57a	5:13p	1:40p	1:15p	1:35p	3:21a
2:25a	5:37p	2:10p	12:37p	1:10p	2:56a
9:00a	4:10p	Ar .Durham .	Ar	10:05a	6:00p
4:15a	7:00p	4:00p	Lv .Raleigh .	Ar	11:00a
6:20a	8:55p	6:16p	Lv So Pines .	Ar	8:30a
7:15a	9:55p	7:30p	Ar Hamlet .	Ar	7:30a
7:35a	10:15p	Lv .Hamlet .	Ar	7:10a	10:00p
9:10a	11:55p	Ar .Monroe .	Lv	5:40a	8:35p
9:15a	12:01a	Lv .Monroe .	Ar	5:35a	8:30p
10:30a	1:20a	Ar .Chester .	Lv	4:06a	7:14p
2:53p	11:47a	2:45a	Ar .Clinton .	Lv	2:45a
3:41p	12:33p	3:35a	Ar Greenwood .	Lv	1:56a
4:08p	12:57p	4:02a	Lv Abbeville .	Ar	1:33a
4:45p	1:25p	4:32a	Lv Cal. Falls .	Ar	1:00a
5:23p	1:52p	5:05a	Lv .Elberton .	Ar	12:28a
6:35p	2:50p	6:08a	Lv .Athens .	Ar	11:23p
7:20p	3:26p	6:46a	Lv .Winona .	Ar	10:43p
7:55p	3:55p	7:20a	Lv Lawville .	Ar	10:10p
9:20p	4:55p	8:40a	Ar .Atlanta .	Lv	9:00p

\*—m.

For further information regarding rates, Pullman reservations, etc., apply to the undersigned.

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